

Message Text

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ACTION OES-09

INFO OCT-01 EA-12 ISO-00 CAB-05 CIAE-00 COME-00
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FOR OES/APT/SA; INR/DDC/OIL

DEPT PASS TO NASA HQ, CODE I

E.O. 11652: N/A
TAGS: TGEN, EAIR, JA
SUBJECT: DEVELOPMENT OF STOL TRANSPORT AIRCRAFT--MITI
INVOLVEMENT.

1. AVIATION REPORT WEEKLY OF JUNE 14 STATES THAT MITI
PLANS TO ASSIGN WORK FOR DEVELOPMENT OF A PROTOTYPE
QUIET STOL CIVIL TRANSPORT AIRCRAFT TO THE CIVIL TRANSPORT
DEVELOPMENT CORP. (CTDC) AS AN IMPORTANT PART OF THE
FANJET STOL AIRCRAFT RESEARCH PROJECT OF THE NATIONAL
AEROSPACE LABORATORY OF THE SCIENCE AND TECHNOLOGY AGENCY.

2. MITI CONSIDERS THAT NAL'S STOL PROGRAM HAS AS MUCH
POTENTIAL AS THE Y-X COMMERCIAL TRANSPORT PROGRAM WHICH
CTDC IS NEGOTIATING WITH BOEING. TO ENSURE SUCCESS, MITI
PLANS TO ASSIGN TASKS FOR DEVELOPMENT AND MANUFACTURE OF
THE PROTOTYPE TO CTDC BECAUSE OF CTDC'S ABILITY TO
CONSOLIDATE THE CAPABILITIES OF THE ENTIRE
JAPANESE AIRCRAFT INDUSTRY, BECAUSE THIS ACTION WILL
ESTABLISH A STRUCTURE FOR GOVERNMENT SUBSIDIZATION
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(MITI TO CTDC TO FIRMS), AND BECAUSE THIS WILL BE A
MEANS FOR OBTAINING CONSENSUS AND COOPERATION AMONG THE
FIRMS INVOLVED. A SIMILAR POLICY WAS FOLLOWED IN DEVELOP-
ING THE ASDF C-1 TACTICAL JET TRANSPORT WHEN NIHON AERO-
PLANE MFG. CO. WAS ASSIGNED TO MANUFACTURE THE PROTOTYPE.

3. STA POLICY HAS BEEN TO LET NAL GIVE KAWASAKI HEAVY

INDUSTRIES WORK RELATED TO BASIC DESIGN FOR THE EXPERIMENTAL AIRCRAFT AND TRIAL MANUFACTURE OF PARTS. CONFRONTED BY MITI'S NEW POLICY STA IS BEING FORCED TO REVIEW THIS POLICY BEFORE ORGANIZING THE DESIGN TEAM.

4. NAL COMPLETED BASIC RESEARCH ON EXPERIMENTAL STOL AIRCRAFT IN FY74 AND BEGAN STUDIES OF AERODYNAMIC CHARACTERISTICS IN FY75. RESEARCH ON FLIGHT CHARACTERISTICS, NOISE, POWERPLANT LAYOUT, ETC., ALONG WITH STUDIES ON DEVELOPMENT OF EXPERIMENTAL AIRCRAFT WERE BEGUN IN FY77. THE EXPERIMENTAL STOL AIRCRAFT IS SCHEDULED TO BE COMPLETED IN FY81 AND FLIGHT TESTED IN FY82. DECISION ON DEVELOPMENT OF PROTOTYPE STOL TRANSPORT AIRCRAFT IS SCHEDULED FOR FY80 SO THAT, IF PROJECT IS TO GO AHEAD, FABRICATION WORK CAN BEGIN IN FY84, PROTOTYPE FLIGHT IN FY85 AND DELIVERY OF PRODUCTION MODELS IN FY86.

5. CONCURRENT WITH STOL AIRFRAME DEVELOPMENT, THE FJR-710 FANJET ENGINE SCHEDULED TO BE THE POWER PLANT FOR THE AIRCRAFT, IS PROGRESSING THROUGH ITS OWN DEVELOPMENT STAGES. ACCORDING TO AN EMBASSY SOURCE IN THE INDUSTRY, THE ENGINE HAS PERFORMED WELL AND IN ACCORDANCE WITH SPECIFICATIONS, INCLUDING HIGH-ALTITUDE TESTS CONDUCTED IN THE UK. MANSFIELD

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Message Attributes

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